



# The China Mail.

ESTABLISHED 1845

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38, QUEEN'S ROAD  
CENTRAL.

No. 15,027.

號三廿月六年一十一百九千一英

HONGKONG, FRIDAY, JUNE 23, 1911.

日七廿月五年三統宣

PRICE, \$3.00 Per Month.

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CHINA MUTUAL LIFE IN-

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A strong British Corporation Registered

under Hongkong Ordinances and under

Life Assurance Companies' Act, England.

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LEFFERTS KNOX, Esq., Hongkong.

District Manager, Canton.

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District Secretary, Philippines.

Alexandra Building.

C. Lawler, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.

T. F. Hough, Esq., C. J. Lafrentz, Esq.

Hongkong, November 16 1909. 1424.

### LOWEST BIRTH-RATE.

Remarkable Figures as to  
Population.

In his annual report on marriages,

births, and deaths during the year 1910,

Mr Bernard Mallet, the Registrar-General,

states that the estimated population of

England and Wales in the middle of 1910

was 36,160,150 persons, of whom 17,462,293

were males and 18,707,856 females, there

being 1,244,658 more females than males.

The population (estimated) of the admini-

strative county of London was at the same

time 4,872,702, and that of Greater

London, which corresponds to the

"Metropolitan" and "City" Police

districts, was 7,537,196. The report states

that had neither emigration nor immigra-

tion occurred the population of England

and Wales would have been 36,282,983,

showing that the natural increase in

population was depreciated to the extent

of 112,836 by migratory movements.

Marriages in England and Wales during

1910 numbered 267,416, corresponding to

a rate of 14.8 persons married per 1,000 of

population, this rate being 0.2 per 1,000

above the corresponding rate in 1909, but

0.7 per 1,000 below the average rate in the

ten years 1900-9.

The births registered in the year 1910

numbered 897,100, and were in the pro-

portion of 24.8 per 1,000 of the population,

being 0.8 per 1,000 below the rate in 1909,

which was the lowest rate recorded until

then. The birth-rate was highest in Mon-

mouthshire, 25.5 per 1,000, and lowest in

Sussex, 18.5.

The deaths registered in 1910 numbered

483,321, and were in the proportion of 13.4

per 1,000 of the population. This rate was

1.1 below the rate in 1909, which was the

lowest recorded. Of these 5,674 were at-

tributed to whooping cough and 3,172 to

measles. Four deaths from plague were

registered.

In London the marriages numbered

30,082, an increase of 0.3 per 1,000 over the

number in 1909. The births numbered

114,870, being in the proportion of 23.6 per

1,000 of the population, which was the

lowest rate recorded for London since civil

registration was established.

The report says:—"The need for a quin-

quennial census of population has frequently

been pointed out, and it will suffice to say

that in its absence, most of the rates now

published will hereafter require revision to

an appreciable, and many of them to a

serious extent."

### NOTHING UNPLEASANT.

CHAMBERLAIN'S Colic, Cholera and

Diarrhoea Remedy not only cures

promptly but produces no unpleasant after

effects. It is the world's most successful

remedy for cramps in the stomach, and

indigestion. For sale by all Chemists

and Druggists.

### Business Notices.

**W. S. BAILEY & Co., Ltd.**  
Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roofs, Bridge Work and  
Engineering Work and Repairs of  
every description.  
**ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.**  
Also complete pneumatic Riveting Plant.

**THE NESTLE & ANGLO-SWISS  
CONDENSED MILK CO.**  
CHAM (Switzerland) AND LONDON.  
Another Famous Product  
of the above Company  
is its  
**STERILIZED  
NATURAL MILK.**  
A Trial of which will satisfy  
you of its  
EXCELLENCE.  
PRICE:  
20 Cents Per Tin.  
\$2.30.....Per Doz. Tins.  
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Tins.  
ON SALE AT—  
LANE, CRAWFORD & CO.  
Kwan Tze, Queen's Rd. Cent.  
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1351



**Milkmaid  
Full Cream Milk.**  
LARGEST SALE  
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WORLD.  
As a guarantee of Quality.  
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ON EVERY TIN.  
Hongkong, December 1, 1910.

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WEST RIVER  
STEAMERS.**  
HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).  
CANTON TO HONGKONG—Daily at 8 A.M. and 8.15 P.M. (Sunday excepted).  
HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.  
Sundays at 9 A.M. and 1 P.M.  
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.  
Sundays at 7.30 A.M. and 5 P.M.  
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.  
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.  
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.  
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.  
The departures of the night steamers to Canton on Coronation Days, the 22nd and  
23rd inst., will be at 11.30 P.M. instead of the usual time.  
The a.s. SUI TAI leaving Hongkong on Sundays at 12.30 P.M. will connect with  
the excursion steamer returning from Macao at 5 P.M.  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
HOTEL MANSIONS Opposite Hongkong Hotel.  
Hongkong, May 4, 1911. 13

**MEE CHEUNG & CO.,**  
ART PHOTOGRAPHER, ICE HOUSE LANE.  
SPECIALIST IN ENLARGING AND BROMIDE WORK.  
Select Views of Hongkong and South China.  
Special Department for Developing and Printing for Amateurs.  
CAMERAS FOR HIRE. 1788

**GRAND HOTEL.**  
No. 2, Queen's Road Central.  
A FIRST-CLASS AND UP-TO-DATE HOTEL.  
ENTIRELY under European management. Situated in the most central position.  
Large and airy Rooms. Luxuriously furnished. Electric Light and Fans through-  
out. Sanitary arrangements of the latest pattern.  
CULINARY UNDER EUROPEAN SUPERVISION.  
Ladies' Afternoon Tea Rooms. Special rates for married families on application to  
the Manager.  
CHARGES MODERATE.  
F. REICHMANN, Proprietor.  
Telephone No. 197. TELEGRAPHIC ADDRESS, "COMFORT," Hongkong.  
Hongkong, November 10, 1909. 1374

**ASTOR HOUSE HOTEL**  
(Late CONNAUGHT HOTEL).  
QUEEN'S ROAD CENTRAL.  
ENTIRELY situated, up-to-date Hotel. Recently renovated and under entire  
new management. Large and comfortable Rooms. Excellent Cuisine under the  
supervision of an experienced French Chef.  
PARTICULARS AND RATES on application to **MANAGER.**  
J. GAMBREAU, Proprietor.  
N. BLUMENTHAL, Manager.  
Hongkong, October 3, 1908. 13

**THE CLUB HOTEL.**  
Best Attention Paid to Guests.  
No. 5, Bund, YOKOHAMA.  
Hongkong, March 1, 1911. 29

**SINGON & CO. THE GRAND CARLTON HOTEL**  
IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Castings Importers. General Store-  
keepers and Shipchangers. Nos. 35 and  
37, Hoge Loong Street, (2nd Street, west  
of Central Market) Telephone No. 215.  
Hongkong, September 4, 1909. 1124

This Temperance Hotel has been established to meet the requirements of those who desire  
all the conveniences and advantages of the modern Hotel at moderate charges.  
TELEGRAPHIC ADDRESS: GRAND.  
Hongkong.

### Business Notices.

**THE EASTERN ASBESTOS COMPANY,  
HONGKONG.**  
SOLE AGENTS FOR  
**THE BELDAM PACKING & RUBBER COMPANY,  
LONDON.**  
Contractors to the Admiralty and Leading Shipping Companies.  
Sole Patentees and Manufacturers of the following Specialities:  
Pilot Packing, Serpent Packing, Sceptre Packing,  
Pilot Jointing, Beldamite Jointing.  
ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.  
PACKINGS & JOINTINGS FOR ALL PURPOSES.  
Office & Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.  
TELEGRAMS: "CORUGATED," HONGKONG. TELEPHONE No. 501.

**LANE, CRAWFORD & CO.**  
A 5 or 10 Catty Box  
constitutes one of the  
most acceptable Pre-  
sents to those at  
Home.  
Without doubt  
is the Finest  
Blend of TEA  
at the Price to  
be had in China



**LANE, CRAWFORD & CO.**  
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED  
**FOOCHOW TEA.**  
Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom:  
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

**BIJOU SCENIC THEATRE,**  
FLOWER STREET.  
EVERY EVENING AT 9.15 P.M.

**Brilliant Moving Pictures.**  
VAUDEVILLE, POPULAR ARTISTES.  
7.15 P.M. Pictures only.  
POPULAR PRICES. SEE HAND BILLS.  
Lessee and Manager.....R. H. STEPHENSON.  
Hongkong, June 1, 1911. 736

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Prickly Heat Lotion and Powder  
Safe Remedies for Allaying the Irritation.  
**Sun Glasses. Sun Glasses.**  
**HOUSEHOLD AMMONIA**  
For the Bath and All Toilet Purposes.  
Delicately Perfumed.—Half Pint Bottles, 60 cents.

**VICTORIA DISPENSARY.**  
**THE HONGKONG HOTEL.**  
UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
MODERATE TERMS AND NO EXTRAS.  
J. H. TAGGART, Manager. 136

**PEAK HOTEL.**  
ADMIRABLY SITUATED AT VICTORIA GAIL.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
OPEN to the South Winds in Summer and protected from the North-east Winds in  
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent  
island for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.  
Terms:—From \$5 per day. Max. Town Office. 4, Des Voeux Road.  
Hongkong, February 8, 1908.

### Business Notices.

**GREEN ISLAND CEMENT CO., LD.**  
**PORTLAND CEMENT**  
In Casks of 375 lbs. net  
In Bags of 250 lbs. net.  
**Shewan, Tomes & Co.,**  
GENERAL MANAGERS.

**FAIRALL & CO.**  
ARE SHOWING  
**SMART WASHING FROCKS**  
VERY REASONABLE PRICES.  
**BATHING SUITS.**  
**WASHING HATS & BONNETS.**  
**NEW SAILOR HATS.**  
Gloves in Doe Skin, Silk & Lisle Thread, etc.  
2, PEDDER STREET. Telephone 644.

**LANTERNS and CANDLES.**  
Messrs Dobashi and Co., Nakazawa and Co.  
and Daibutsu and Co. beg to announce that  
their supply of  
**RED JAPANESE LANTERNS**  
ARE  
**ALL SOLD OUT.**  
Hongkong, June 1, 1911. 739



From top  
to bottom of a House  
Hall's Distemper is the quickest,  
cleanest and most healthful form  
of decoration, as well as the one  
which conforms most to the  
requirements of modern fashion  
and good taste.  
**Hall's Washable  
Distemper**  
makes beautiful washable walls.  
It is applied with a white-wash brush,  
distinfects, and destroys all microbes,  
dries like flat paint, and acts hard as  
as cement. If it contains no lead, and  
therefore does not discolor, nor turn  
black, nor crack, nor peel, nor fall off.  
Made in two qualities for inside and outside  
work; sold and used by decorators everywhere.  
Sample Shade Card and full particulars  
sent free on application.

SOLE AGENTS:  
**WILLIAM C. JACK & Co., Ltd.,**  
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**THE  
'CORONATION'  
WINE.**  
**Pommery and Greno**  
MAGNUMS, QUARTS AND PINTS.  
SOLE AGENTS:  
**Caldbeck, Macgregor & Co.,**  
Hongkong, June 1, 1911.















# THE CORONATION.

## HOW THE KING WAS CROWNED.

### FULL ACCOUNT.

(*Reuter's Service to the China Mail.*)  
LONDON, June 21.

The coronation of King George V. took place at Westminster Abbey, London, on June 21, 1911. The ceremony was attended by 4,000 persons, including the royal family, the British nobility, and representatives of the various nations. The King was crowned by the Archbishop of Canterbury, and the ceremony was broadcasted by wireless telegraph.

### A UNIQUE BALL.

A unique ball was given at the Royal Albert Hall, London, on June 21, 1911. The ball was attended by 4,000 persons, including the royal family, the British nobility, and representatives of the various nations. The ball was broadcasted by wireless telegraph.

### CORONATION DAY AT HOME.

#### THE WEATHER.

(*Reuter's Service to the China Mail.*)  
LONDON, June 22.

Salute fired from St. James Park and the Tower of London announced the coronation. The weather was fine, and the King and Queen were seen in the early morning, but they were high up, and the air was dry.

#### Sluggish London.

London had apparently not slept, for the usually quiet City streets were alive with people all night long, crowds wandering their way in the direction of the route to be traversed by the Royal procession, while big bodies of police were moving into their positions.

#### Abbey Doors Opened.

The doors of Westminster Abbey were opened at 6.30 a.m., by which hour the route was through. There was still the greatest animation, and streams of carriages and pedestrians filled the streets.

#### Crowd Break Through Cordons.

The decorations conveyed the idea of an unbroken fairyland, however, the crowd broke through the cordons, and the King and Queen were seen in the early morning, but they were high up, and the air was dry.

#### Trampling Carriages.

Despite all the precautions taken, the procession at Trafalgar Square, where the King and Queen were seen in the early morning, but they were high up, and the air was dry.

#### Homage to the King.

His Majesty, sitting on the Throne, then received the homage of his subjects. First came the Archbishop of Canterbury, who made homage on behalf of the Church, and then followed H. R. H. the Prince of Wales, who touched the King's crown and kissed his cheek.

#### Crowning the Queen.

The Archbishop of Canterbury afterwards anointed and crowned Queen Mary. The Communion and the ancient observance of the Royal offering of the Pall and the Wedge of Gold were the final scenes of an imposing ceremony.

#### The Return Journey.

After the service, Their Majesties retired to the chapel, where they donned robes of purple velvet. On the re-appearance of Their Majesties in the Abbey, before leaving, they were greeted with an ovation and deafening cheers from Palace Yard.

#### Further Impressions.

(*Reuter's Special Service.*)  
LONDON, June 23.

The Royal processions to and from the Abbey were superb, pictures in a superb style. It was one continuous stream of light and color, and the King and Queen were seen in the early morning, but they were high up, and the air was dry.

The Pieresses, who were also accommodated in the North Transept, wore their kiras and held their comparatively clumsy coronets on their laps.

### The Crush in the Streets.

There was a great deal of congestion caused by carriages arriving in front of the Abbey, and the police had an arduous task in clearing the roadway.

### The First Procession.

At 8.30 a.m. the route to the Abbey was closed, and shortly afterwards the first procession started. It consisted of Royal Princes and Envoys from foreign countries, who were accommodated in closed carriages, owing to the fine rain.

### ARRIVAL AT THE ABBEY.

As the procession neared the Abbey the sun receded, but happily no rain fell. The foreign envoys, attended by their suites, entered the Abbey headed by the Crown Prince of Germany and the Crown Princess. They were conducted to the great State seats in the choir.

### The Second Procession.

The Prince of Wales held his feathered hat in one hand and his coronet in the other. He walked up the nave and was conducted to a special chair. The rest of the Royal procession passed him.

### Welcomes to Their Majesties.

The booming of guns announced the fact that Their Majesties the King and Queen had left Buckingham Palace in the third procession. It was a happy coincidence that at that moment the rain ceased and the sun shone out in all its glory.

### Anointed and Crowned.

After the religious service, the Archbishop of York preaching the sermon, His Majesty took the oath and was anointed. Then the Archbishop of Canterbury conducted the crowning ceremony, placing the crown on the King's head.

### Homage to the King.

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## SHANGHAI OBSERVATIONS.

(*From Our Own Correspondent.*)  
SHANGHAI, June 22.

The weather on Coronation Day is fair but threatening. The foreign and French settlements are elaborately decorated. Immense crowds of visitors have come into the Settlement from the country and from Soochow, Nanking, Hangchow and other towns by rail.

### CORONATION GLEANINGS.

The coronets of Peers differ in design according to the rank of their wearers. As Peers assume their coronets on only one occasion, a coronation, the distinctions at the present juncture are interesting. A Duke has on his coronet eight strawberry leaves of gold; a Marquis, four strawberry leaves of gold; an Earl, eight silver balls; and a Baron, six silver balls. Distinctions in regard to Peers, or, rather, the wives of Peers and not Peers in their own right, is provided for in the length of their trains. Thus, Duchesses will wear trains nine feet long; Marchionesses and Countesses, seven feet long; Viscountesses, five feet long; and Baronesses, only three feet long.

### RUSSIAN TERRITORIAL LIMIT.

It is reported from Bern that a Japanese-Swiss Treaty providing for favoured nation treatment in tariff matters has been signed.

### BRITAIN OBJECTS TO EXTENSION.

(*Reuter's Service to the China Mail.*)  
LONDON, June 21.

### THE VETO BILL.

Unionists to insist on amendments. The Unionist leaders conferred yesterday, and it is understood that they have decided to insist upon amendments to the Veto Bill, and to force the Government to disclose its position regarding the creation of peers.

### HONOUR FOR MR. MAX MULLER.

(*Reuter's Service to the China Mail.*)  
LONDON, June 21.

### MADE C. B.

His Majesty the King has conferred upon Mr. Max Muller, Councillor of the British Embassy at Peking, the Companionship of the Bath.

### DO NOT ASK FOR CHINESE REPRESENTATION.

Do not ask for Chinese representation in the Veto Bill. It is not in Chinese interests to ask for representation in the Veto Bill, and it is not in Chinese interests to ask for representation in the Veto Bill.

## His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	H.P.	Commander	Last report
Alicia	dispatch vessel	1700	12	3000	Comdr. Layman	Wellington
Astrea	cruiser, 2nd class	4300	10	7000	Captain E. B. Kiddle	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. G. Washington	Hongkong
Britannia	river gunboat	710	2	900	Lt.-Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. Lyne	Shanghai
Cherub	water tank and tug	300	—	30	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. H. R. Vane	Shanghai
Fame	torpedo boat destroyer	330	6	5700	Lt.-Comdr. H. S. Murray	Wellington
Flora	cruiser, 2nd class	4300	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lt.-Comdr. M. B. R. Blackwood	Wellington
Kent	cruiser, 1st class	9000	14	22,000	Capt. N. St. John Farquhar	at anchor, San Francisco
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. T. J. S. Lyne	Yangtze
Merlin	sloop	1040	—	—	Comdr. B. O. M. Davy	Lahore
* Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. C. Cayley	Wellington
Monmouth	cruiser, 1st class	9800	—	—	Capt. L. E. Power	Hongkong
Moorhen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	Canton
Moorhen	cruiser, 2nd class	4900	—	—	Capt. G. E. P. Hunt, D.S.O.	Singapore
Newcastle	river gunboat	85	2	240	Lt.-Comdr. C. H. Woodman	Yangtze
Nightingale	torpedo boat destroyer	350	6	6300	Comdr. C. L. Lambie	Wellington
Otter	depot ship, submarines	9-0	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Rosario	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Robin	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	Canton
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Snake	torpedo boat destroyer	350	6	5500	Gunner E. J. Trillo	Hongkong
Taku	receiving ship	4650	6	—	Commodore C. J. Eyre	Hongkong
Tamara	river gunboat	180	2	800	Lt.-Comdr. R. J. Buchanan	Yangtze
Teal	river gunboat	710	2	900	Lt.-Comdr. M. B. Hamilton	Hongkong
Thistle	torpedo boat destroyer	355	6	6300	Lt.-Com. H. D. Adair-Hall	Wellington
Virago	surveying ship	620	—	450	Lt.-Comdr. Hancock	Hongkong
Whiting	torpedo boat destroyer	380	6	5000	Lt.-Comdr. G. B. Hartford	Wellington
Widgeon	river gunboat	105	2	800	Lt.-Com. E. B. Brooke	Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Com. G. F. A. Muleck	Upper Yangtze
30	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt.-Com. A. L. Finner	Hongkong
38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong

Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tons	Guns	H.P.	Captain	Last report
Kaiser Franz Joseph	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicell	Amoy
Achiron	French armoured cruiser	1830	10	1700	Lt. Bertrand	Saigon
Alger	French cruiser	3420	22	5100	Capt. Delzon	Saigon
Alouette	French gunboat	506	7	400	Commodore Badin	Saigon
Argus	French river gunboat	180	6	570	Lt. d'Estienne	Canton
Caronde	French gunboat	100	—	—	—	Saigon (Reserve)
Comete	French gunboat	500	6	500	Comdr. J. Gervais	Saigon
Decade	French gunboat	645	10	1000	Lt. de Linieres	Saigon
Dupetit-Thouars	French armoured cruiser	10,014	30	20,000	—	Saigon
Eclat	French gunboat	141	—	—	—	Saigon (Reserve)
Esturgeon	French sub-marine	—	—	—	Lt. Comdr.	Saigon
Fronda	French destroyer	350	7	303	—	Saigon
Henri Riviere	French gunboat	—	—	—	—	Haiphong
Jacquin	French gunboat	205	6	318	—	Haiphong
Lion	French gunboat	500	—	—	—	Saigon (Reserve)
Lynx	French sub-marine	—	—	—	Lt. Morris	Saigon
Manche	French surveying ship	1625	10	3000	Comdr. Ragot de Touche	Saigon
Montcalm	French cruiser	9700	12	13,600	Capt. Cheron	Saigon
Montesquieu	French destroyer	307	6	300	Lt. de la Roche-Kerandron	Haiphong
Orly	French gunboat	—	—	—	Lt. de Maistreville	Upper Yangtze
Peiho	French gunboat	120	—	—	Lt. Puch	Tientsin
Pistoles	French torpedo boat	130	7	700	Comdr. Mortenol	Hongkong
Protee	French sub-marine	—	—	—	Lt. Morris	Saigon
Redoutable	French battleship (reserve)	9437	8	9071	Capt. Druet	Saigon
Seydlitz	French gunboat	1708	10	1700	Lt. Serret	Saigon
Taklong	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	250	6	—	—	Saigon (Reserve)
Vauban	French torpedo-depot	—	—	—	—	Hongkong
Veteran	French torpedo-depot	—	—	—	—	Capt. St. Jacques
Vigilante	French gunboat	123	7	500	Lt. Biscail	Canton
Emden	German cruiser	3800	22	15,500	Capt. Vollerthun	Tsingtau
Goussenau	German cruiser	11,600	36	26,000	Captain Uslar	Tsingtau
Itis	German gunboat	900	12	1300	Comdr. Memmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Myring	Shanghai
Leipzig	German cruiser	3550	24	11,000	Capt. Schroeder	Tsingtau
Loche	German gunboat	900	10	1350	Comdr. Bendemann	Shanghai
Nurnburg	German cruiser	3400	22	12,200	Capt. Tugert (Karl)	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Janzen	Yangtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Kraft	Tsingtau
S. 00	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Tsingtau
Taku	German torpedo-boat	280	4	6000	Lt. Koble (Hans)	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Shanghai
Tsingtau	German river gunboat	223	4	1300	Capt. Lieut. Graf Dolzau-Schlott	Canton
Vaterland	German river gunboat	223	4	500	Capt. Lieut. Kauter	Shanghai
Catania	Italian cruiser	2145	—	—	Comdr. Tourni Piccardi	Shanghai
Maico	Portuguese gunboat	—	—	—	Capt. Malta d'Oliveira	Macao
Polina	Portuguese gunboat	700	—	—	Capt. J. Milheiro	Macao
Admiral	U. S. submarine	—	—	—	Ensign J. M. Murray	Manila
Albatross	U. S. protected cruiser	3430	17	7900	Com. Clarence S. Williams	Yokohama
Bainbridge	U. S. torpedo-boat destroyer	450	7	8000	Ensign E. S. Root	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Ensign Robt. W. Cabanis	Manila
Calliope	U. S. gunboat	245	8	250	Ensign Stuart W. Cole	Canton
Chapin	U. S. torpedo-boat destroyer	420	7	8000	Ensign L. N. McNair	Manila
Chatham	U. S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Bodman	Canton
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Declar	U. S. torpedo-boat destroyer	420	9	—	Ensign C. S. Graves	Manila
El Cano	U. S. gunboat	1597	18	1800	Lt. Comdr. William D. Brotherton	Yangtze
Helena	U. S. gunboat	—	—	—	Comdr. T. O. Bitter	Yangtze
Jutro	U. S. gunboat	—	—	—	Lt. J. W. Schoenfeld	Canton
Minotaur	U. S. gunboat	170	5	—	Lt. C. A. Woodruff	Manila
Macdonald	U. S. submarine	—	—	—	Ensign E. D. Whorster	Manila
Mohican	U. S. station ship	1060	—	5244	Ensign Robt. V. Lowe	Manila
Montevideo	U. S. monitor	4084	4	5200	Commander E. A. Bishop	Canton
Monterey	U. S. cruiser	3430	25	—	Comdr. William G. Miller	Yokohama
New Orleans	U. S. gunboat	243	8	—	Lt. George C. Pagan	Canton
Panama	U. S. submarine	—	—	—	Ensign J. V. de Carr	Manila
Porpoise	U. S. gunboat	—	—	—	Lt. J. W. Schoenfeld	Canton
Quinn	U. S. gunboat	—	—	—	Lt. Comdr. A. N. Mitchell	Canton
Rainbow	U. S. cruiser	8200	14	—	Ensign N. H. Goe	Tsingtau
San Jacinto	U. S. gunboat	245	8	250	Comdr. Joseph J. Jayne	Canton
Saratoga	U. S. protected cruiser	8120	25	17,075	—	—
Shamrock	U. S. submarine	—	—	—	Ensign Henry M. Jensen	Manila
Shamrock	U. S. gunboat	—	—	—	Lt. W. L. Fitch	Manila
Shamrock	U. S. gunboat	—	—	—	Comdr. W. A. ...	Manila



## Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	Daylight	Freight and Passage.
LONDON via SUEZ	DELHI	8th June	See Special Advertisement.
LONDON & ANTWERP	NILE	About 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SIMLA	About 18th June	Freight and Passage.

E. A. HEWETT, Superintendent.

P. &amp; O. S. N. Co.'s Office.

## CANADIAN PACIFIC RAILWAY CO'S.

## ROYAL MAIL STEAMSHIP LINE.

## EMERALD LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Vancouver, and Seattle.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec:
EMERALD OF CHINA	ALLAN LINE
MONTEAGLE	EMERALD OF IRELAND
EMERALD OF INDIA	ALLAN LINE
EMERALD OF JAPAN	EMERALD OF BRITAIN
EMERALD OF CHINA	ALLAN LINE
EMERALD OF INDIA	ALLAN LINE

Express Steamships leave Hongkong at 6 p.m. and 'Monteagle' at 12 Noon.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The 'Emeralds' of Britain and 'Emeralds of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific line) \$271.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via New York.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

## OREGON-WASHINGTON RAILROAD &amp; NAVIGATION CO.

## FOR PORTLAND, via MOJI, KOBE, YOKOHAMA &amp; SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To SAIL
HEIKU ISEN	4,478	Christen Smith	June 20th, at Noon.
HEIKU ISEN	3,789	Rudin Wilhelmson	June 30th, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY &amp; FOOCHOW AND RETURN.

STEAMSHIP	Captain	TO SAIL	LEAVING
HAITAN	Capt. J. S. Rouch	TUESDAY, 6th June	at 11 a.m.
HAICHING	Capt. W. C. Passmore	FRIDAY, 9th June	at 11 a.m.

## FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

During the Months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.

Hongkong, June 23, 1910.

## SWEDISH EAST ASIATIC CO., LIMITED.

## GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA, NIPOON		15th June.

For Freight and further Particulars, apply to

Olof Wijk & Co.,  
CHINA AGENCIES,  
AKTIEBOLAG.

TELEPHONE No.

## Shipping

## U. S. MAIL LINE.

## PACIFIC MAIL S.S. COMPANY.

## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	DATE	TIME
SIBERIA	18,000	FRIDAY	9th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY	24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY	15th July, at 1 p.m.
KOREA	18,000	FRIDAY	11th Aug., at 1 p.m.
SIBERIA	18,000	SATURDAY	28th Aug., at 1 p.m.
MANCHURIA	27,000	FRIDAY	8th Sept., at 1 p.m.
MONGOLIA	27,000	SATURDAY	25th Sept., at 1 p.m.
KOREA	18,000	SATURDAY	28th Oct., at 1 p.m.

\* Twin Screw. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The s.s. SIBERIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimoda, Yokohama and Honolulu, on FRIDAY, the 9th June, at 1 p.m.

Fares: Hongkong to London £71, 10s. Return six months £120, 24 months £235, including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Points: Officers of any European Navy, Military, Diplomatic, Consular and Civil Services, located in Asia, to European Officials in the Service of the Governments of China and Japan, to United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.E. Service, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call, to United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

China	Tons	DATE	TIME
China	10,200	FRIDAY	16th June, at 1 p.m.
Persia	9,000	FRIDAY	7th July, at 1 p.m.
Persia	9,000	FRIDAY	4th Aug., at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, June 16th, at 1 p.m.

On the Fine MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London: via Canadian Atlantic Ports \$243.

Hongkong to San Francisco \$255.

Through Bills of Lading issued to Japan, North, Central and South American Ports for further particulars as to Passage and Freight, apply to the Agency at the Company's Office (opposite Blake Pier).

FRED J. HALTON, Agent.

## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED

## SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA	SEATTLE MARU	6182	Tuesday, 13th June, at 11 a.m.
Keelung, Nagasaki, Kobe, Yokohama, Shimoda & Yokohama	MEXICO MARU	6092	Tuesday, 27th June, at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steaming passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
FOOCHOW, via SWATOW and AMOY	CHOSEUN MARU	WEDNESDAY, 7th June, at 10 a.m.
TAMSUI via SWATOW & AMOY	DALIN MARU	SUNDAY, 11th June, at 10 a.m.
TAMSUI via SWATOW & AMOY	DAIGI MARU	SUNDAY, 4th June, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
SINGAPORE, COLOMBO, SUEZ, PORT SAID, NAPLES, GENOA, SOUTHAMPTON, ANTWERP & HAMBURG	GUEISENAU, FR. OREZMATE	10,000	WEDNESDAY, 7th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK, Capt. J. Randermann	(17,000)	WEDNESDAY, 14th June.
MANILA, YAP, MARONN, SAMAR, HAIN, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	COBLENZ, Capt. L. Klugkist	(6,750)	SATURDAY, 17th June, at Daylight.
KOBE & YOKOHAMA	PRINZ WALDEMAR, Capt. F. Iscke	(6,000)	TUESDAY, 27th June.
JESSELTON, KUDAT AND SANDAKAN	BORNEO, Capt. F. Semblil	(5,050)	End of June.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd,  
MELOHRS & CO  
General Agents, Hongkong & China

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN, via SWATOW, WEIHAIWEI & CHEFOO	CHONGSHING	TUESDAY, June 6, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, June 7, at Noon.
MANILA	FUENSANG	SATURDAY, June 10, at 2 p.m.
SANDAKAN	USANG	THURSDAY, June 13, at Noon.

## RETURN TOURS TO JAPAN. (Occupying 21 days).

The steamers Kumsang, Chongshing and Fuensang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifoo, Tientsin and Shanghai.

Taking Cargo on through Bills of Lading to Kuantan, Lahad Duta, Simporna, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON &amp; Co., Ltd.

General Managers.

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	TAMING	June 6, at 4 p.m.
HAIPHONG	SUNGKANG	June 7, at 10 a.m.
WEIHAIWEI & TIENTSIN	HEICHOW	June 12, at 4 p.m.

## DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through all Australia, New Zealand and Tasmania Ports.

MANILA LINE. Twin Screw Steamers 'Tea' & 'Tanning'. Saloon accommodation midships. Electric Fans fitted; extra state-rooms on deck, aft. Spacious accommodation of s.s. 'Kintong' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chonan, Linan, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers, in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single; \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

## NIPPONYUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGA MARU, Capt. A. Hagino, Tons 7000	(WEDNESDAY, 7th June, at Daylight)
	KAWACHI MARU, Capt. H. Petersen, Tons 7000	(WEDNESDAY, 14th June, at Daylight)
	ATSUTA MARU, Capt. Wm. Thompson, Tons 6000	(WEDNESDAY, 21st June, at Daylight)
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	YINABA MARU, Capt. S. Tomimatsu, Tons 7000	(TUESDAY, 20th June, at 4 p.m.)
	TAMBA MARU, Capt. K. Noda, Tons 7000	(TUESDAY, 18th July, at 4 p.m.)
VICTORIA, B.C. AND SEATTLE	SADO MARU, Capt. J. Richards, Tons 7000	(SATURDAY, 17th June, from KOBE)
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. J. Nagao, Tons 5000	(FRIDAY, 9th June, at Noon)
	NIKKO MARU, Capt. M. Yagi, Tons 6000	(FRIDAY, 7th July, at Noon)
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	(WEDNESDAY, 7th June, at Noon)
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. T. Tanaka, Tons 5000	(WEDNESDAY, 7th June, at Noon)
KOBE & YOKOHAMA	MIYASAKI MARU, Capt. T. Murai, Tons 3000	(JUNE, at 11 a.m.)
BOMBAY via SINGAPORE, COLOMBO	KAKATA MARU, Capt. H. Nomura, Tons 7000	(JUNE, at 11 a.m.)

§ Fitted with new system of wireless telegraphy.

† Cargo only. \* Carries Deck Passengers. † Calling at Djibouti.

## CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

## SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Manji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90
2nd class \$80	\$70	\$60	\$50

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

## Regal Boots

## AND

## Shoes

## FOR SALE

## AT REASONABLE

## PRICES.



## THE SAVOY.

8, D'Agulhar Street

(opposite Court House).

## Notices to Consignees

## PACIFIC MAIL STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF Cargo per Steamship CHINA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for quantities of cargo to be landed.

Cargo involving the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered WEDNESDAY, June 7th, at 2 p.m. will be landed at owners' risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on MONDAY, June 12th, 1911, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All claims must be filed on or before July 1st, 1911, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Hongkong, June 3, 1911.

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE H.A.L. Steamship

## SHAYONIA.

Captain 'Linton' having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading, countersigned by the Underwriters.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

Excess must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 3.30 a.m.

No Fire Insurance will be effected by us in any case where we are liable.

HAMBURG-AMERICA LINE.

Hongkong, June 1, 1911.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD.

## BREITENBURG.

## NOTICE TO CONSIGNEES.

THE Steamship COBLENZ, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the



[illegible]







# THE IMPERIAL CONFERENCE.

## ITS ACHIEVEMENTS REVIEWED.

### Praise for Premier and Mr. Harcourt.

(Reuter's Service to the China Mail.)

London, June 21.

It is officially announced that the Conference has adopted resolutions on the motion of Mr. Fisher, Prime Minister of the Commonwealth, affirming it to be desirable that Ministers of the United Kingdom and the Dominions should exchange visits between the Conferences; secondly, that it was desirable to consider the possibility of holding a conference or subsidiary conference in one of the Dominions.

Among the concluding speeches, Sir Wilfrid Laurier moved a vote of thanks to Mr. Asquith and Mr. Harcourt for their labours and courtesies, and expressed the gratitude of the Delegates for the hospitalities extended to them by His Majesty the King, the Government and people. Sir Wilfrid said that Mr. Harcourt (Secretary of State for the Colonies) had been under trial, and had carried out the work to the absolute satisfaction of the members of the Conference, and in a manner worthy of his great office.

Sir Joseph Ward (New Zealand) in seconding, said Mr. Asquith's presidency had been greatly appreciated in the Dominions and he added that he had never known work so well prepared as by Mr. Harcourt and his staff. The Conference would be "productive of great good; and he did not know one that had done more valuable work."

General Botha (South Africa), said this had been a conference of trust and a conference of friends. The only way to make the Empire greater was through love and co-operation. This Conference would lead to better co-operation in the future than there had ever been. He and his colleagues would return quite satisfied.

Mr. Fisher said this Conference would lay the foundations of Empire broader and safer than hitherto. Mr. Asquith had taken the Dominions into his inner councils. No greater step had been, or could be, taken by the Advisers of the King. Mr. Asquith's wisdom, courage and foresight would ever be memorable in British history.

Mr. Asquith, replying, said he was confident that the presidency of the

Conference henceforth would be regarded as the natural duty of the Premier of the United Kingdom. He paid a tribute to Mr. Harcourt who, he said, had already more than justified his appointment as Colonial Secretary. Mr. Asquith defined the dominant feature of the Conference as an attempt to promote closer co-operation through that old British institution, free and frank discussion. Some of the most valuable work had been the consideration of matters on which they had deliberately abstained from coming to a definite conclusion. The discussions of foreign policy and co-operation in defence constituted a landmark in the development of imperial constitutional history.

### THE PREMIER'S CLOSING SPEECH.

(Reuter's Service to the China Mail.)

London, June 22.

Mr. Asquith, in a speech closing the Conference, said:—Gentlemen, I thank you very heartily for the terms in which this resolution is couched, for the speeches with which it has been supported, and for the evidence which those speeches and your demeanour afford of the genuine sentiment which it conveys. So far as it refers to me personally, I can assure you that I esteem it as great a privilege as has fallen to my lot, since I had the honour of being first a Minister of the Crown, that I have been permitted to be the first Prime Minister of the United Kingdom who has occupied the post of President of an Imperial Conference. That will be a recollection which I shall always cherish with pride and satisfaction. I am confident that the example which it has been my honour to set will be followed by those who come after me, and that the presidency of those Conferences will be regarded as one of obvious natural, and also one of the most important, duties of the Prime Minister of the United Kingdom.

Mr. Asquith associated himself entirely with Sir Wilfrid Laurier's eloquent tribute to Mr. Harcourt (Secretary of State for the Colonies) and proceeded: I would, if you will allow me, just say two or three words more by way of survey, in regard to the work achieved by the Conference itself. If I were asked to define what has been its dominant governing feature, I should say it has been the attempt to promote and develop closer co-operation through that old British institution of free and frank discussion. I think you will agree with me that the value of the

Conference and its permanent results are not to be judged entirely—although in that respect it need not be afraid of comparison with any preceding body of the kind—by the actual resolutions which it has affirmed and proposed which it has adopted. I agree with Sir Joseph Ward that some of the most valuable, perhaps the most valuable, use to which we have been able to put our time has been in the consideration of matters which for the moment we have deliberately abstained from coming to any definite conclusion upon. We have cleared the air, we have cleared ground; we have got to a better mutual understanding of our relative and reciprocal requirements. We see in truer perspective and proportion the bulk and dominance of not a few of our Imperial problems, and that is a result which could never have been attained in any other way than by the assembling together of responsible statesmen of different parts of the Empire to hold a perfectly free interchange of opinion, each presenting those aspects of the case with which he himself from his own experience was exceptionally familiar. It is the bringing together into a common stock, if I may say so, of those various contributory elements of experience and knowledge which, I think, will make us all go back to our various tasks better equipped for their performance than we could possibly have been if we had not met here. Gentlemen, I again advert to a matter which has been referred to by Mr. Fisher and Sir Joseph Ward; that this is the first time when, in Mr. Fisher's happy phrase, the representatives of the Dominions have been admitted, as it were, into the interior, in to the inner-most parts of the Imperial household. What in old classical phrase is called the "arcana imperii" has been laid bare to you without any kind of reservation or qualification. You will all remember our meeting in the Committee of Defence, when Sir Edward Grey presented his survey of the Foreign Policy of the Empire. That is a thing which will be stamped upon all our recollections, and I do not suppose there is one of us—I speak for myself, as I am sure you will speak for yourselves—who did not feel when that exposition of our foreign relations had been concluded, we realized in a much more intimate and comprehensive sense than we have ever done before the international position and its bearings upon problems of Government in different parts of the Empire itself. So again our discussions, conducted also and necessarily under the same veil of confidence in regard to co-operation for naval and military pur-

poses, have resulted, I think, in a most satisfactory agreement, which, while it recognizes our common obligations, at the same time acknowledges with equal clearness that those obligations must be performed in different parts of the Empire in accordance with the requirements of local opinion, local need, and local circumstances. These, gentlemen, are matters as to which we cannot take the world into our confidence; we cannot even take our own fellow-subjects, our own fellow-citizens into our confidence in the full sense of the term, but we, who have gone into it with the frankness which such confidential discussions admit of, will agree that even if the Conference had done no more than that, it would have been a landmark in the development of what I may call our imperial constitutional history.

With regard to the actual and positive results, capable of being published in their fulness to the world, Sir Joseph Ward, in his speech, has given an almost exhaustive summary. I may just, perhaps, recapitulate very briefly what they cover. First of all, as regards what I may call the relations of Empire, not to its own members but to foreign countries, we have had an important resolution, unanimously affirming that the Dominions should be afforded the opportunity of consultation, so far as possible, when instructions are being prepared for the negotiation of international agreements which affect them. We have had an affirmation of the Declaration of London, and we had an important resolution passed only the other day on the motion of Sir Wilfrid Laurier that in regard to existing Commercial Treaties which apply to Overseas Dominions, efforts should be made, as they are being made, to secure the liberty of withdrawal if and when any particular Dominion so desires. Those are all very important matters in what I may call the international sphere.

Then, again, gentlemen, still keeping within the sphere of Imperial law, I think your assent to the important propositions which were laid before you with regard to nationalization is a very great step in advance. I will not speak of minor points, but there has been a general disposition which, I think, is very characteristic of the whole spirit of the Conference, that while we must each of us preserve absolutely unfettered and unimpaired our local autonomy, yet where uniformity is possible in regard particularly to matters where the action of one part of the Empire by itself may affect injuriously another—where uniformity, or, at any rate, similarity of co-operation is possible, with regard

to administration. That should be the keynote of our policy.

Then, finally, you have had a number of very important resolutions, which I am glad to say we have assented to with practical unanimity, with regard to the improvement of means of communication within the Empire—postal, telegraphic and so forth. Those are all very solid, practical results. They are results none of which, I believe, could have been attained, at any rate so rapidly or so effectively, except by the procedure of a conference, and when we survey the situation after the experience we have these few weeks, with the situation as it stood when we first assembled round this table, I am perfectly certain, although many of you come here at very great sacrifice of personal convenience and possibly some detriment, for the time being, to the carrying on of public affairs in your own Dominions, I am satisfied there is not a man seated at this table who does not feel that those sacrifices were well worth while. We shall all return to our respective spheres of duty with a stronger sense of common obligations to the Empire, with more complete confidence in one another, and with a more earnest determination to work together for the good of the whole. (Applause.)

### SOUTH AFRICAN PREMIER'S VIEWS.

London, June 22.

The Right Hon. Louis Botha, interviewed by Reuter, said the keynote of the Conference was co-operation and mutual confidence. The public, he said, did not yet realize how much the Imperial Government was confiding in the Dominions regarding its foreign policy so as to bind us still closer together.

The measure of the good work of the Conference, he added, was not to be found in the large number of important resolutions passed, but in the fact that the delegates had discussed so many problems in the friendliest manner and in a greater spirit of solidarity than had ever been displayed at previous Conferences.

"We shall return to our homes," he concluded, "convinced that we have one common ideal, namely a stronger Imperial unity."

### KEEP IT HANDY.

IMMEDIATE relief is necessary in all cases of cholera, dysentery, and diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be on hand. Get a bottle and be prepared for sudden attacks. It never fails to give relief. For sale by all Chemists and Storekeepers.

### AMERICAN STRIKE SETTLED.

(Reuter's Service to the China Mail.)

London, June 22.

The strike in the American coasting trade, which broke out on the 18th instant, has been settled by reciprocal concessions.

### BYE-ELECTION CANDIDATES.

(Reuter's Service to the China Mail.)

London, June 22.

Baron de Forest has been adopted Liberal candidate for West Ham North, and Mr. Ernest Wild, Unionist candidate.

### SEAMEN'S STRIKE.

#### THE SITUATION HOPEFUL.

(Reuter's Service to the China Mail.)

London, June 22.

The position in Great Britain is more hopeful as shipowners are disposed to accept reasonable demands. A deputation of Southampton strikers is proceeding to London to confer with the shipowners with a view to a settlement of the strike.

### HORSE JUMPING.

#### FRANCE LEADS THE WAY.

(Reuter's Service to the China Mail.)

London, June 22.

At the Horse Show in London France won King Edward's gold Challenge Cup for jumping, Russia being second and England third.

### ALBANIA.

#### TURKEY ON THE HIGH HORSE.

(Reuter's Service to the China Mail.)

London, June 22.

The Porte, in a circular to the Powers, declares that Turkey will not tolerate intervention in Albania.

### ELECTION RIOT IN GALICIA.

(Reuter's Service to the China Mail.)

London, June 22.

At an election riot which occurred at Drohobycz, in Galicia, the military fired upon the mob killing 14 and wounding 29.

### COUNTY CRICKET.

(Reuter's Service to the China Mail.)

London, June 22.

Essex defeated Worcestershire by six wickets, and Hampshire by 108 runs.

### HOME RACING.

#### THE NORTHUMBERLAND PLATE.

(Reuter's Service to the China Mail.)

London, June 21.

The result of the Northumberland Plate was—Pillo, Kilbrey, Cardinal Beaufort. The betting was 8 to 1 against Pillo, 7 to 2 against Kilbrey, and 3 to 1 against Cardinal Beaufort. Ten ran. Won by a neck. One and a half lengths between second and third.

### MR. MASTERMAN UNSEATED.

#### THE FAULT NOT HIS.

London, June 21.

Mr. C. F. G. Masterman, M.P. for West Ham N., and Under Secretary to the Home Office, has been unseated owing to his election agent having been found guilty of corrupt practices.

The Judges, however, emphasised that it was through no fault of Mr. Masterman's own. He had won the respect and admiration of everyone.

### BRITISH CONSULAR ADDITION.

(Wah Te Yat Po's Service.)

Peking, June 20.

The British Minister has notified the Wai-wu-pu that a Vice-Consul has been added in Yunnan Province.

### CHINESE CONSUL WANTED.

(Wah Te Yat Po's Service.)

Peking, June 20.

The Chinese in Siam have wired to the Wai-wu-pu requesting the appointment of a Chinese Consul immediately.

### CHINESE RAILWAY MATERIALS.

(Wah Te Yat Po's Service.)

Peking, June 20.

The material for the Chinchow and Taitaihar Railway, will be supplied by the Hangyang Iron and Steel Works.



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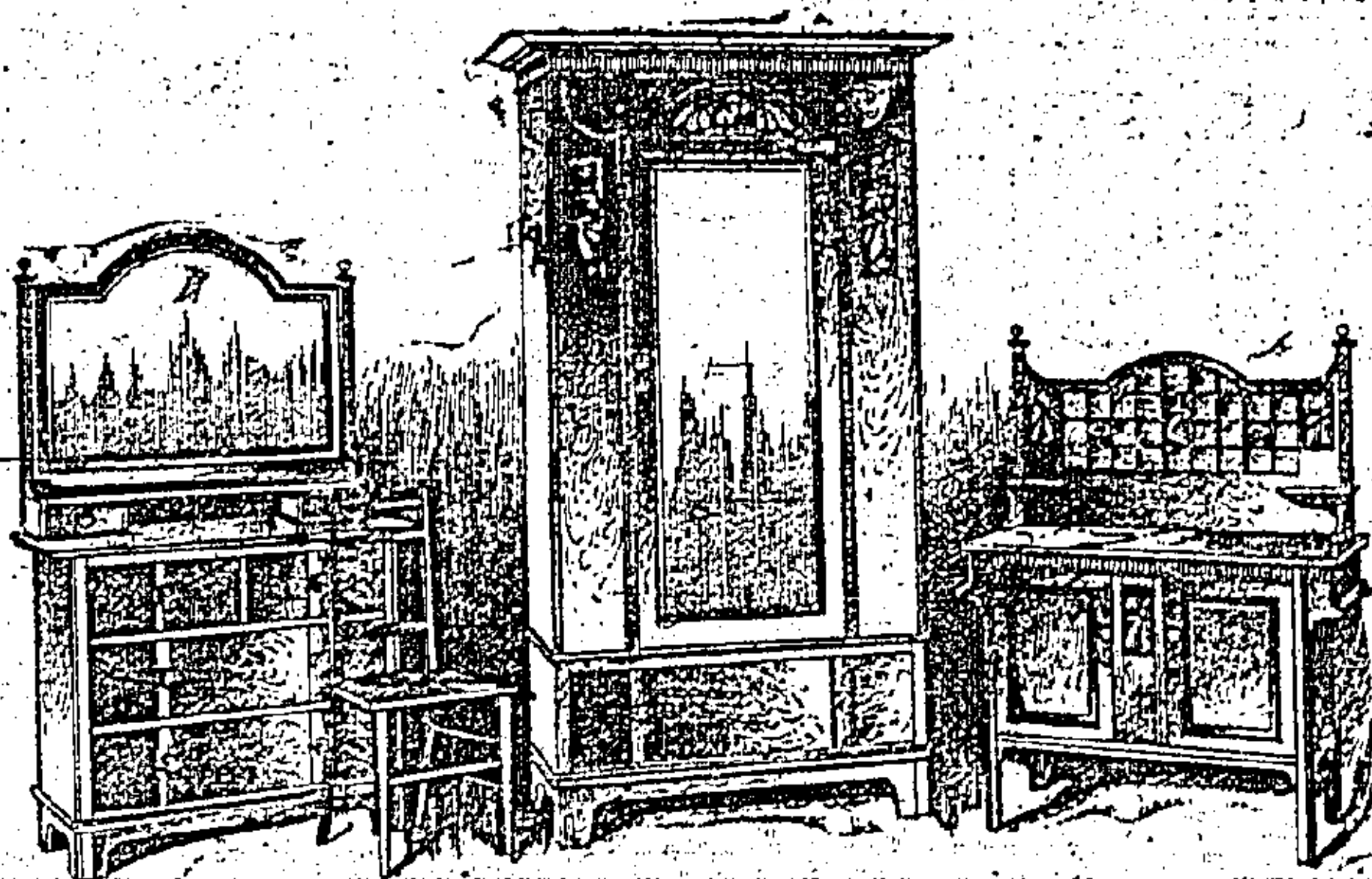
The soothing qualities of LETTUCE and the emollient qualities of LÁNOLIN are well known and highly appreciated. These ingredients combined with the purest materials that can be used by the Soap manufacturer, produce a TOILET SOAP which we can confidently recommend as unequalled for softening and whitening the skin, as well as for preserving the freshness and beauty of the complexion.

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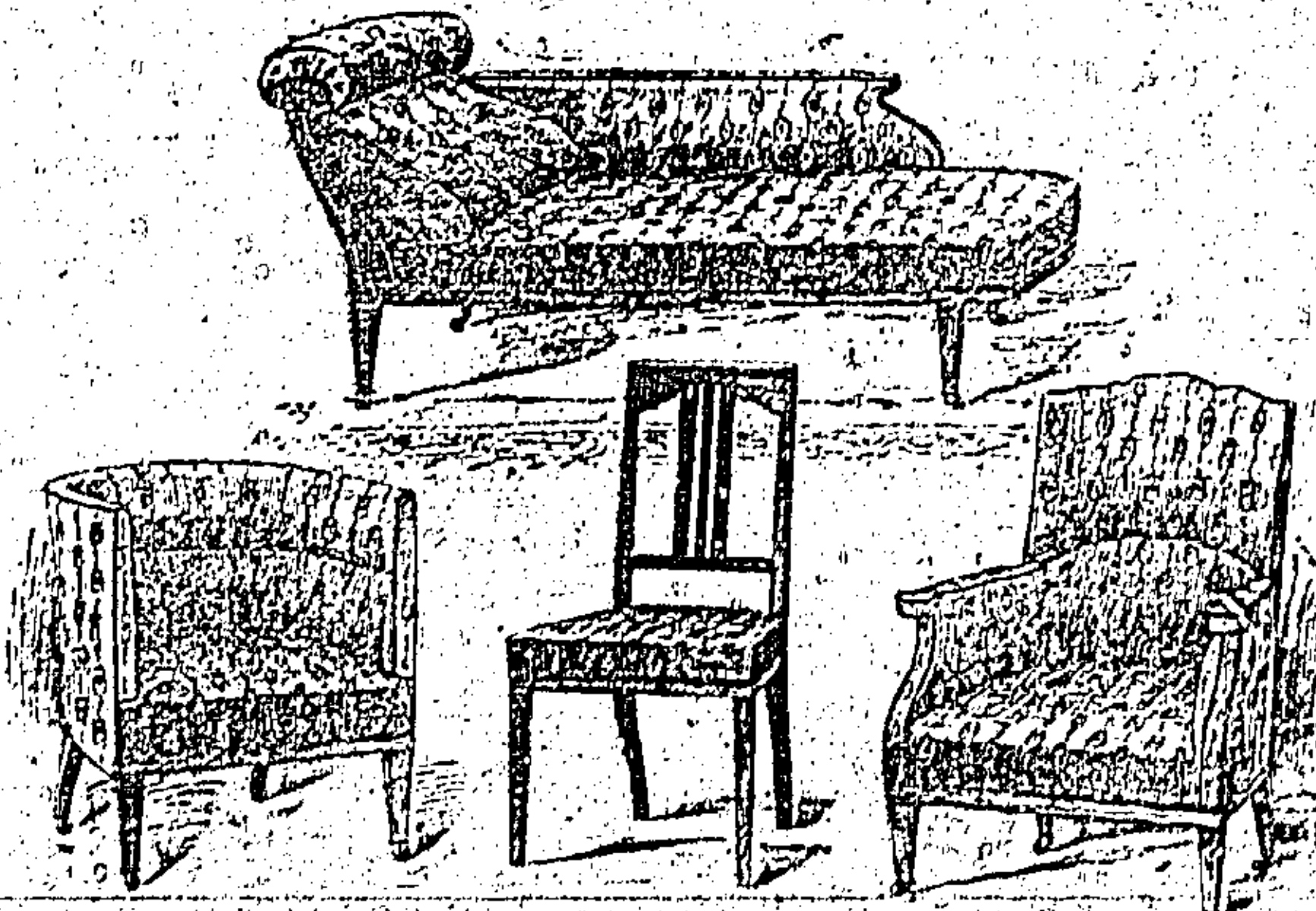
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Room

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## ALEXANDRA BUILDINGS.







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PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911

PROPOSED SAILINGS OF MAIL STEAMERS

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THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamers	Tons	Leave Hongkong	Connection Steamers from Colombo to	Due Marseilles (Brindisi 2 days earlier)	Due London (1 day later)
ARCADIA	7000	June 24	Macedonia	July 23	July 29
DELTA	8000	July 8	Marmora	Aug. 6	Aug. 12
ASSATE	7500	July 22	India	Aug. 20	Aug. 26
DELHI	8000	Aug. 5	Moldavia	Sept. 3	Sept. 9
DEVANHA	8000	Aug. 19	Morea	Sept. 17	Sept. 23
ARCADIA	7000	Sept. 2	Mongolia	Sept. 30	Oct. 6
DELTA	8000	Sept. 16	Moscow	Oct. 14	Oct. 20
ASSATE	7500	Sept. 30	Malwa	Oct. 28	Nov. 3
DELHI	8000	Oct. 14	China	Nov. 11	Nov. 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).  
1st Saloon..... £71.10 Single. £106.14 Return.  
2nd ....." £48.3 ....." £72.12 .."

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tons	Leave Hongkong	Due London
NUBIA	5000	July 12	August 1911
SIMLA	5000	July 26	September 2
SYRIA	6000	August 9	September 14
NORE	6700	August 23	October 6
SARDINIA	5500	September 6	November 8

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.

FARES TO LONDON (including Surtax).

1st Saloon..... £55.00 Single. £82.10 Return.  
2nd ....." £38.10 ....." £57.4 .."

For further particulars Apply to

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Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
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Via SHANGHAI.

FOR STEAMERS CAPTAIN TO SAIL

TRANSHIPING on the Co's Steamers at Singapore for BATAVIA, at COLOMBO for CALCUTTA, Bombay and Australia, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via PARIS, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,  
QUEEN'S BUILDING.

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REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,  
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TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to All European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN Ports.

## NEXT SAILINGS FROM HONGKONG

## Outward

For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. SPEZIA ..... 1st July.	S.S. SCANDIA ..... 23rd June.
S.S. SILESIA ..... 12th July.	For Rotterdam, Hamburg & Antwerp
S.S. AMERLIA ..... 28th July.	S.S. SITHONIA ..... 26th June.
S.S. ALESIA ..... 9th Aug.	For Havre & Hamburg
S.S. BENEGAMBIA ..... 25th Aug.	S.S. SLAVONIA ..... 8th July.
S.S. SUEVIA ..... 9th Sept.	For Rotterdam & Hamburg
	S.S. BRASILIA ..... 8th July.
	For Havre & Hamburg
	S.S. SPEZIA ..... 6th Aug.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



## PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZATIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	July 2, 4 p.m.
MUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	July 10, 4 p.m.

For Freight or Passage apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping

## THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),  
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUCERIO	8400	J. MATHIE	30th June.

\* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers. The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,  
KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD  
THE QUICKEST FREIGHT TRANSPORT FROM THE  
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO.

## PROPOSED SAILINGS.

FROM HONGKONG. FROM COLOMBO.  
15th June. CAMBYSES ..... 12th July.

For Rates and further information, apply to

THE BANK LINE, LIMITED,  
'MANAGING AGENTS.'

Hongkong, April 1, 1911.

## AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex-Godown, apply to

ANDREW WEIR & CO.,  
(THE BANK LINE AGENCY)  
KING'S BUILDING, (Fourth Floor).

Hongkong, February 8, 1911.

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IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
CHIYO MARU	21,000	W. W. GREENE	Friday, June 30, Noon.
AMERICA MARU	11,000	A. G. STEVENS	Friday, July 21, Noon.
TENYO MARU	21,000	E. BERT	Friday, July 28, Noon.
NIPPON MARU	11,000	H. S. SMITH	Friday, Aug. 18, Noon.

\* Triple Screw, turbine engines. \* Twin Screws.  
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.  
The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 30th June, at Noon.

## SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU	17,200	H. NIKET	Tuesday, Aug. 15, Noon.
BUYO MARU	10,500	K. HASHIMOTO	Saturday, Oct. 14, Noon.

The Steamer 'KIYO MARU' will be despatched for VALPARAISO and CORONEL, via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on TUESDAY, the 15th August, at Noon.

## FARES FROM HONGKONG.

" SAN FRANCISCO	£ 45. 0-0, Single.
" NEW YORK	£ 60. 0-0, "
" LONDON	£ 71. 10-0, "
" VALPARAISO	£ 125. 0-0, Return 6 months.
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single.
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.  
To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.  
To all Points—Missionaries and their families.

(These concessions apply to San Francisco line only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.  
The 'TENYO MARU' and 'CHIYO MARU' are fitted with Turbine Engines and Triple Screws. Records speed 21 knots.  
Through Bills of Lading issued to North, Central and South American Ports.  
For further particulars as to Passage and Freight apply to

K. MATSUDA, Local Manager,  
KING'S BUILDING (Opposite Blake Pier).  
Hongkong, January 27, 1911.

## S. HANDA.

JAPANESE MASSAGIST.

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HONGKONG.

NEAR THE POST OFFICE.

Hongkong, April 24, 1911.

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By F. H. H. PARKER

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Price..... 11 cents

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THE EASTERN & AUSTRALIAN  
MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

(Subject to Modification)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	June 2.	June 24th, at Noon.
ALDENHAM	June 16.	July 8th, at Noon.
EMPIRE	June 30.	July 22nd, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, November 2, 1908.

## THOS COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
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TICKETS applied to EUROPE by the principal STEAMSHIP LINES at TRANS-SIBERIAN RAILWAY.

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LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
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Hongkong, April 4, 1908.

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Fish, Soup, Game, Cheese, Salad, &c., and assists digestion.

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STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ & PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AMERICA, PERU, GULF, East Sea, Black Sea, LEVANT, VENICE and ADRIATIC Ports.)

THE Co's Steamship E. FRANZ FERDINAND, Captain COLO, will be despatched as above on WEDNESDAY, the 28th June, at 2 p.m.

This Steamer has capital accommodation for passengers, electric light, and carries a Doctor and a Stewardess.

For information as to Passage and Freight, apply to

SANDER, WHEELER & CO.,  
Agents,  
Princo's Buildings,  
Hongkong, June 10, 1911.

THE 'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship DENBIGHSHIRE, Captain COLEMAN, will be despatched as above on or about 11th July.

For Freight or Passage, apply to

JAIDINE, MATHESON & Co., Ltd.,  
Agents,  
Hongkong, June 17, 1911.

## Notices to Consignees

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Co's Steamship Kiso Maru, having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared before the 28th June, will be subject to rent.

No Fire Insurance has been effected. Damaged Packages must be left in the Godowns for examination by the Consignee and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which time they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, June 21, 1911.

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE Steamship CHITO MARU.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 23rd inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on MONDAY, the 26th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown, examination of same to be arranged.  
All claims must be filed on or before July 3rd, otherwise they will not be recognized.

M. MATSUDA.

Agent.

Hongkong, June 20, 1911.

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS &amp; MANILA.

CONSIGNEES OF CARGO per Steamship MANCHURIA.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of cargo from alongside.

Cargo remaining undelivered on FRIDAY, June 23rd, 1911, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.  
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on WEDNESDAY, June 21st, 1911.

All claims must be filed on or before July 16th 1911, otherwise they will not be recognized.

FRED J. HALTON.

Agent.

Hongkong, June 16, 1911.

PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES

FROM PORTLAND via JAPAN PORTS.

CONSIGNEES OF Cargo per Steamship HENRIK IBSEN.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.  
All Cargo remaining on board after MONDAY, June 19th, at noon, will be landed and stored at Consignees' risk and expense.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on WEDNESDAY, June 21st, 1911, at 10 a.m.

All Cargo undelivered on FRIDAY, June 23rd, 1911, at Noon, will be subject to rent.

All Claims must be filed on or before July 16th, 1911, otherwise they will not be recognized.

FRED J. HALTON.

Agent.

Hongkong, June 16, 1911.

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